NEMA PHASING

FLASHING OPERATION

PHASING NOTES:

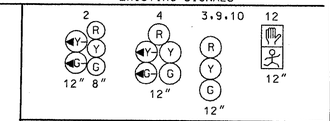
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY

MD 26 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION

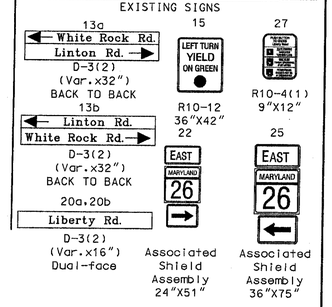
PROPOSED SIGNALS

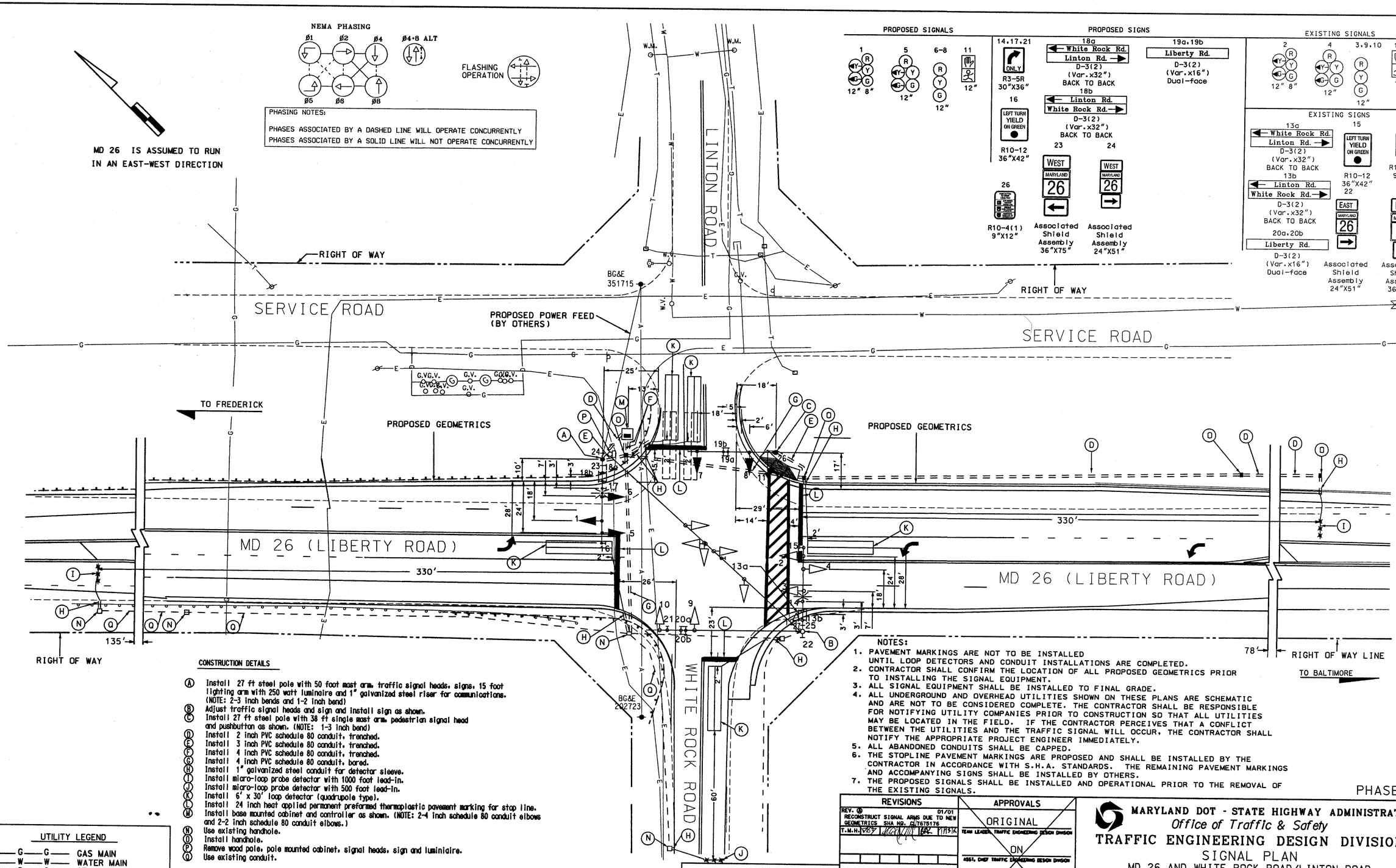
PROPOSED SIGNS

EXISTING SIGNALS



EXISTING SIGNS





CONSTRUCTION DETAILS

Ⓐ Install 27 ft steel pole with 50 foot mast arm, traffic signal heads, signs, 15 foot lighting arm with 250 watt luminaire and 1" galvanized steel riser for communications. (NOTE: 2-3 inch bends and 1-2 inch bend)
Ⓑ Adjust traffic signal heads and sign and install sign as shown.
Ⓒ Install 27 ft steel pole with 38 ft single mast arm, pedestrian signal head and pushbutton as shown. (NOTE: 1-3 inch bend)
Ⓓ Install 2 inch PVC schedule 80 conduit, trenched.
Ⓔ Install 3 inch PVC schedule 80 conduit, trenched.
Ⓕ Install 4 inch PVC schedule 80 conduit, trenched.
Ⓖ Install 4 inch PVC schedule 80 conduit, bored.
Ⓗ Install 1" galvanized steel conduit for detector sleeve.
Ⓘ Install micro-loop probe detector with 1000 foot lead-in.
Ⓙ Install micro-loop probe detector with 500 foot lead-in.
Ⓚ Install 6' x 30' loop detector (quadrupole type).
Ⓛ Install 24 inch heat applied permanent preformed thermoplastic pavement marking for stop line.
Ⓜ Install base mounted cabinet and controller as shown. (NOTE: 2-4 inch schedule 80 conduit elbows and 2-2 inch schedule 80 conduit elbows.)
Ⓝ Use existing handhole.
Ⓞ Install handhole.
Ⓟ Remove wood pole, pole mounted cabinet, signal heads, sign and luminaire.
Ⓠ Use existing conduit.

UTILITY LEGEND

G—G	GAS MAIN
W—W	WATER MAIN
S—S	SEWER MAIN
E—E	ELECTRIC CABLES
A—A	AERIAL CABLES
T—T	TELEPHONE CABLES

NOTES:

1. PAVEMENT MARKINGS ARE NOT TO BE INSTALLED UNTIL LOOP DETECTORS AND CONDUIT INSTALLATIONS ARE COMPLETED.
2. CONTRACTOR SHALL CONFIRM THE LOCATION OF ALL PROPOSED GEOMETRICS PRIOR TO INSTALLING THE SIGNAL EQUIPMENT.
3. ALL SIGNAL EQUIPMENT SHALL BE INSTALLED TO FINAL GRADE.
4. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC AND ARE NOT TO BE CONSIDERED COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING UTILITY COMPANIES PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE APPROPRIATE PROJECT ENGINEER IMMEDIATELY.
5. ALL ABANDONED CONDUITS SHALL BE CAPPED.
6. THE STOPLINE PAVEMENT MARKINGS ARE PROPOSED AND SHALL BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH S.H.A. STANDARDS. THE REMAINING PAVEMENT MARKINGS AND ACCOMPANYING SIGNS SHALL BE INSTALLED BY OTHERS.
7. THE PROPOSED SIGNALS SHALL BE INSTALLED AND OPERATIONAL PRIOR TO THE REMOVAL OF THE EXISTING SIGNALS.

PHASE-3

CENTURY ENGINEERING, INC.
CONSULTING ENGINEERS – PLANNERS
32 WEST ROAD
TOWSON, MARYLAND 21204

REVISIONS

REV: ② 01/01
RECONSTRUCT SIGNAL ARMS DUE TO NEW GEOMETRICS SHA NO. CI7675176
T.M.H. [illegible]

APPROVALS

ORIGINAL ON FILE

TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
DIRECTOR, TRAFFIC & SAFETY

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
SIGNAL PLAN
MD 26 AND WHITE ROCK ROAD/LINTON ROAD
ELDERSBURG, MARYLAND

DRAWN BY: C. MUNZ	F.A.P. NO.		TS NO. TS-2409 Ⓐ
CHECKED BY: DENNIS DODA	S.H.A. NO.		SHEET NO. OF
SCALE: 1" = 20'	COUNTY: CARROLL	T.I.M.S. NO. E507	
DATE:	LOG MILE: 06002607.94		

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